In The Detailed Description of the Preferred Embodiment:

Please amend paragraph [0013] as follows:

[0013] FIGURE 1 is a vehicle braking system in accordance with one embodiment of the present invention. Figure 1A illustrates the friction component of braking system of Figure 1 in a first state, Figure 1B illustrates the friction component of braking system of Figure 1 in a second state, and Figure 1C illustrates the friction component of braking system of Figure 1 in a third state;

Please amend paragraph [0019] as follows:

[0019] Referring to FIGURES 1 and 2, a vehicle braking system 10, in accordance with one embodiment of the present invention, is illustrated. The vehicle braking system 10 includes a vehicle 11 having wheels 12 with brakes 14 coupled thereto. The vehicle braking system 10 further includes a brake pedal 28, calipers 36, a brake fluid line 40, a friction component (brake pad 35) and various other brake components, a vehicle speed sensor 44, a proximity sensor 46, a brake pressure sensor 48, a pre-charge actuator (master cylinder [[74]] 76), a master controller 64, a heads up display warning light 68, a warning chime 72, and brake lights 52.

Please amend paragraph [0026] as follows:

[0026] The controller 64 responds to the received signals by determining if the vehicle 11 is approaching another vehicle or object faster than a certain predetermined rate. If an operational parameter of the controller 64 occurred faster than the predetermined rate programmed into the controller 64 (i.e. the threat of collision is high), the controller 64 signals the friction component (brake pad 35) within the brakes 14 to move from the first position to the second position. The controller 64 accomplishes this by generating a pre-charge request signal that

activates the functions of the master cylinder [[74]] 75. Preferably, the aforementioned predetermined rate is one that indicates that the driver of the vehicle 11 is or should be about to apply the brakes, such as during a collision situation.

Please amend paragraph [0030] as follows:

[0028] Movement of the friction component 35 is halted through throttle pedal activation or in response to the vehicle near a limit of handling point ~~(in other words a point at which the vehicle cannot be safely handled by a driver due to, for example, vehicle speed)~~ regardless of an estimated threat, and movement of the friction component 35 is inhibited in response to failure of the vehicle braking system 10, the vehicle speed sensor 44 or the proximity sensor 46.